

A map of Sugar Land, Texas, showing major roads like Highway 99 and Highway 59, and landmarks such as Cinemark Theaters and the Sugar Land Library. The map is overlaid with a semi-transparent blue layer.

SECTION E:

TRAIL OPPORTUNITIES

A photograph of a park with a paved path leading through a grassy area with many trees. The image is overlaid with a semi-transparent blue layer.

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Identification and Evaluation of Citywide Opportunities

CORRIDOR EVALUATION		Corridor Name:			
Sector -		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility) Meeting Held with Homeowner Group or Representatives (Y/N)			
Selection Criterion		Weight	Total Available Points	Comments	Allocated Points
Public Opinion of Adjacent Property Owners		25%	25		
Strong Positive Support Expressed			25		
Strong Negative Reaction Expressed			0		
Mix - Positive vs. Negative Reaction			10 - 20		
Connectivity	# of Elements*	25%	25		
To Schools	0		5		
Trail-to-Trail	3		5		
Neighborhood to Neighborhood	2		4		
Parks & Other Amenities	2		4		
Major Employers or Retail	2		4		
Critical Connection			3		
Proximity to Single Family Residential		25%	25		
Alignment Separation from Homes					
- Greater than 50' separation			10		
- Between 30' and 50' separation			7		
- Greater than 20' separation			5		
Views above fence line into backyards**					
- Significant number of backyards visible from trail corridor			-15		
- Less than 10% of backyards visible from proposed alignment			-5		
- No significant views above adjacent fences			10		
Existing Visual Buffers					
- Vegetation			5		
- Opaque Fencing (i.e. wood privacy fence)			5		
- Berms			5		
Availability		10%	10		
City Owned			10		
Other Public Entity Owned			10		
Single Private Owner			6		
Common Ownership (HOA)			4		
Multiple Owners			2		
Scenic Quality		10%	10		
Significant greenbelt corridor (1 to 10)			10		
Current Usage		5%	5		
No Trail or Sidewalk, but Used			5		
Usable w/out Improvement			5		
Total		100%	100		
*# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence					

Sample Evaluation Table

Opportunities for pedestrian and bicycle facilities abound in Sugar Land. At a neighborhood level, area developments have initiated excellent trails and sidewalks along many tree lined streets. Other opportunities exist along drainage channels, power line corridors, street right of ways and even along the Brazos River.

Corridors in each of the five planning areas in the city were considered. Each potential corridor was evaluated using compatibility and accessibility criteria. Key evaluation areas included:

- **Citizen Feedback** – neighborhood desires for trails or concerns over specific trail corridors were considered as a key component of the evaluation, accounting for 25% of the overall score.
- **Relationship to area homes** – many of the preferred corridors are along easements adjacent to residential back yards. Preference was given to corridors that allowed greater separation from fences and where the trail would be level with back yards to maintain the existing degree of privacy. The relationship to homes accounted for 25% of the overall score.
- **Connectivity** – potential corridors were evaluated as to their potential to connect to schools, area parks, employers, retail or civic uses and to other trails. Connectivity accounted for 25% of the overall score.
- **Availability of the Corridor** – most of the corridors are controlled by either city, state or flood control district entities, ensuring that acquisition or permission to use the corridor was at least possible. One corridor in the northern area does have multiple owners which may make it more difficult to develop.
- **Scenic Qualities** – scenic features were considered as one of the evaluating issues.
- **Potential Use** – actual current use of a corridor, even without any facilities in place, was considered as a factor in determining whether to consider a corridor or not.

Overall scores were assigned as follows – corridors with 81 or more points ranked as a 5; corridors with a score between 60 and 80 ranked as a 4; corridors between 40 and 60 ranked as a 3, and scores below 40 ranked as a 2 or a 1. Corridors receiving a 5 were considered the most compatible corridors. Any corridor receiving less than a 3 was not considered.

It is important to note that this section evaluates for compatibility and usefulness. Some corridors that ranked high in compatibility may not necessarily be the most highly used corridors. Criteria in Section F were used to determine the prioritization and level of importance of each of the higher scoring trail corridors.



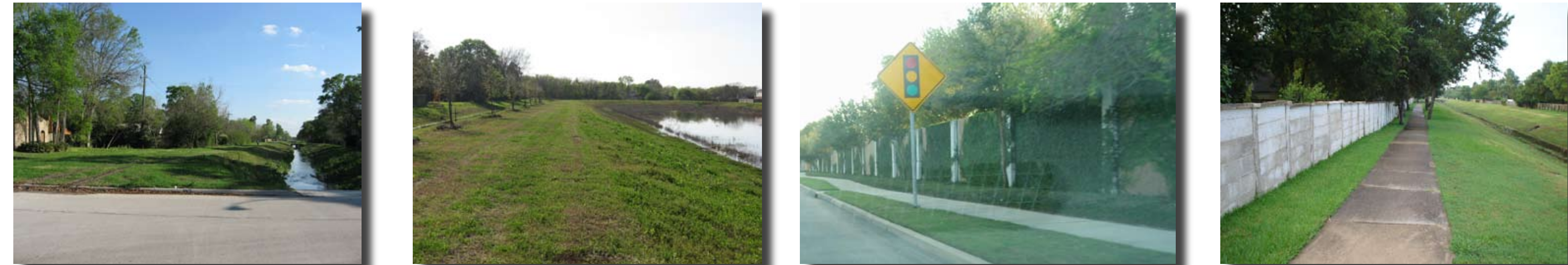
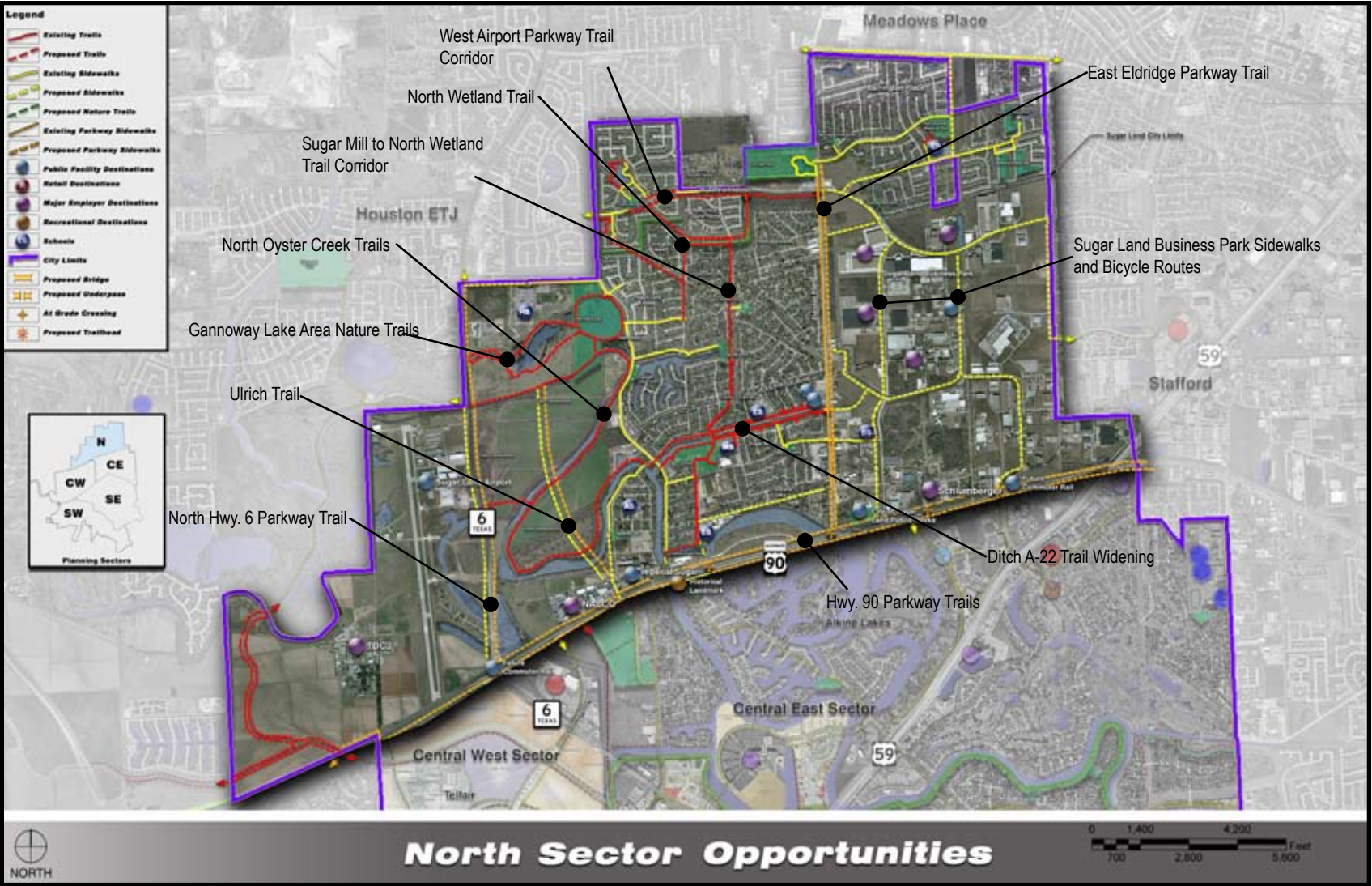
North Sector Opportunities

The middle to eastern half of this sector of Sugar Land is largely developed, and trails will have to utilize existing corridors. Drainage ways, utility corridors and street parkway zones create many opportunities. Along West Airport Boulevard, narrow sidewalks have already been installed, requiring that retrofitting with wider walkways be performed in the future.

The western portion of this sector is just now being developed, and a major opportunity exists to create significant walkways and trails along wet land corridors. Trails should be built along new boulevards in the area, and new sidewalks should be at least 6 feet in width along collector and arterial roads in the new tract 3 development.

Descriptions of specific opportunity areas are shown on the following pages.

TABLE E-1 NORTH PLANNING AREA HIKE & BIKE COMPATIBILITY - EVALUATION SUMMARY			
Grade	Score	Name	Comments
5	84	Gannoway Lake Nature Trails	Nature trail area, very compatible area for trail development
5	81	The Ulrich Extension	Critical north south corridor, can easily be part of new development
5	81	Ditch A-22 Trail Widening	Critical connection to Eldridge Road and Sugar Land Business Park
5	81	North Oyster Creek Area Trails	Natural area designated as greenbelt by developer
4	79	Highway 90A Parkway Trail	Connection to area employers
4	75	East Eldridge Parkway Trail	Encourages connection to area retail and Sugar Land Business Park
4	74	North Highway 6 Parkway Trail	Neighborhood connection to area retail
4	70	West Airport Parkway Trail	Major east west corridor and connection to major area park
4	68	North Wetland Trail	Link between Sugar Mill and Eldridge area
4	64	Sugar Land Business Park Sidewalks & Bike Routes	Enhances connections between businesses in the area
4	62	Sugar Mill Park to North Wetlands	Critical link along shared ownership corridor





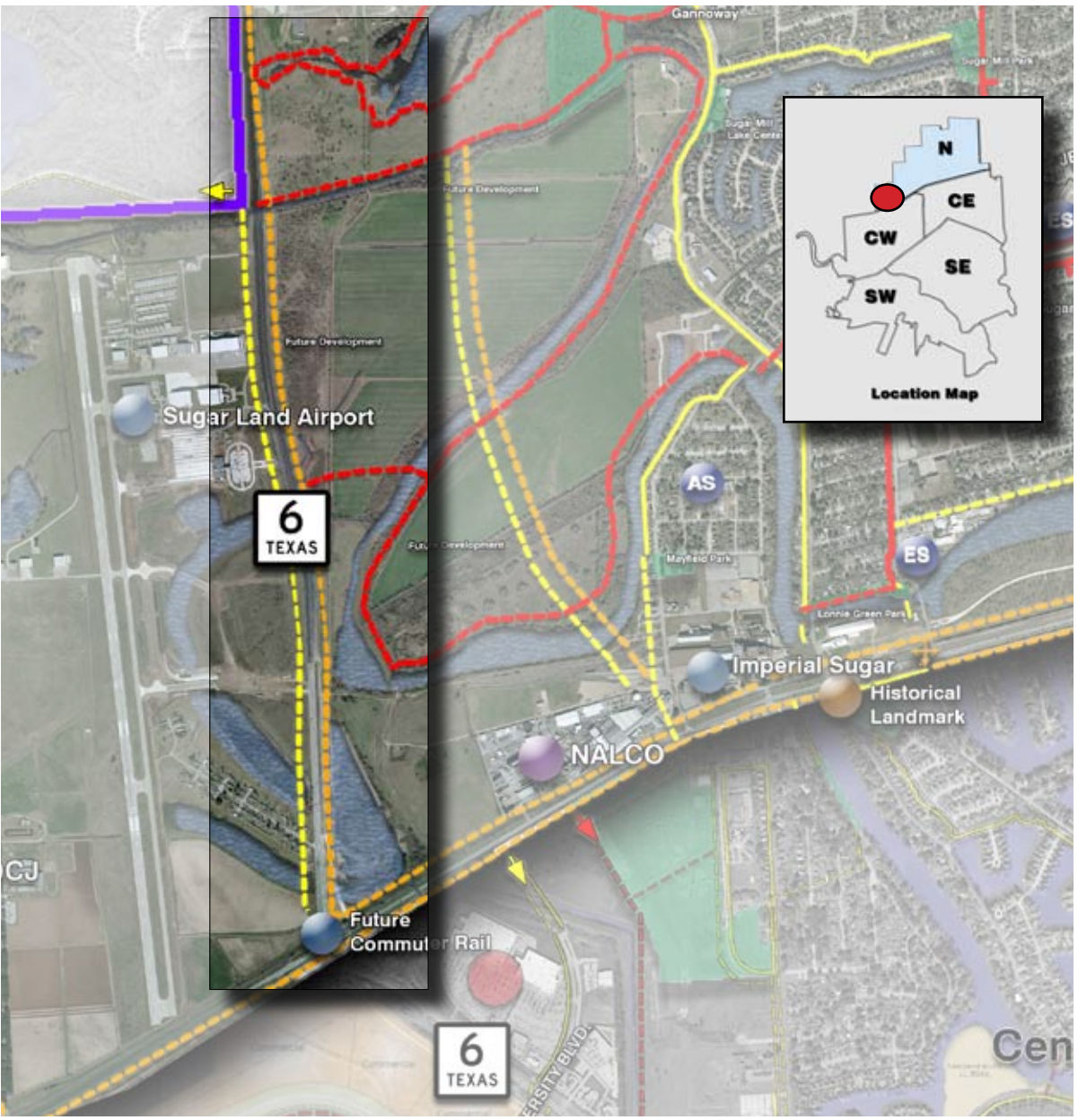
North Hwy. 6 Parkway Trail

A wide sidewalk trail should be built along the improved portions of Highway 6. These sidewalks are not an immediate priority, but will become more important as remaining lands in the area are developed.

In the North Sector, Highway 6 is striped for bike lanes, giving these trail users access on the paved road to ride.

CORRIDOR EVALUATION		Corridor Name:		North Highway 6 Parkway Trail	
Sector - North		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)		4	
		Meeting Held with Homeowner Group or Representatives (Y/N)		Y	
Selection Criterion	Weight	Total Available Points	Comments	Allocated Points	
Public Opinion of Adjacent Property Owners	25%	25		25	
Strong Positive Support Expressed		25	Developer support for trails	25	
Strong Negative Reaction Expressed		0			
Mix - Positive vs. Negative Reaction		10 - 20	No negative comments		
Connectivity	# of Elements*	25%	25	17	
To Schools	1	5	Enhances connections to area high school	3	
Trail-to-Trail	2	5	Connects to Gannon Lake trails and North University Parkway trail	4	
Neighborhood to Neighborhood	2	4	Links new neighborhoods in the development	2	
Parks & Other Amenities	2	4	Access to area greenbelts and wetlands	2	
Major Retail, Employers	0	4	Potential link from residential to routes to area employers at Imperial Sugar and Sugar Land Business Park, link to future area retail	3	
Critical Connection		3	Connection to area high school	3	
Proximity to Single Family Residential	25%	25		22	
Alignment Separation from Homes				7	
- Greater than 50' separation		10		0	
- Between 30' and 50' separation		7	No homes currently in area	7	
- Greater than 20' separation		5		0	
Views above fence line into backyards**				10	
- Significant number of backyards visible from trail corridor		-15		0	
- Less than 10% of backyards visible from proposed alignment		-5		0	
- No significant views above adjacent fences		10	No current views to private areas	10	
Existing Visual Buffers				5	
- Vegetation		5	Developer determination as to type of screening	0	
- Opaque Fencing (i.e. wood privacy fence)		5	Screening by developer probable	5	
- Berms		5		0	
Availability	10%	10		10	
City Owned		10		0	
Other Public Entity Owned		10	TxDOT controlled corridor	10	
Single Private Owner		6		0	
Common Ownership (HOA)		4		0	
Multiple Owners		2		0	
Scenic Quality	10%	10		0	
Significant greenbelt corridor (1 to 10)		10	Natural corridor, wetlands, vegetation, access to water	0	
Current Usage	5%	5		0	
No Trail or Sidewalk, but Used		5	No evidence of use	0	
Usable w/out Improvement		5	Walkable w/out improvements	0	
Total	100%	100		74	

*# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence



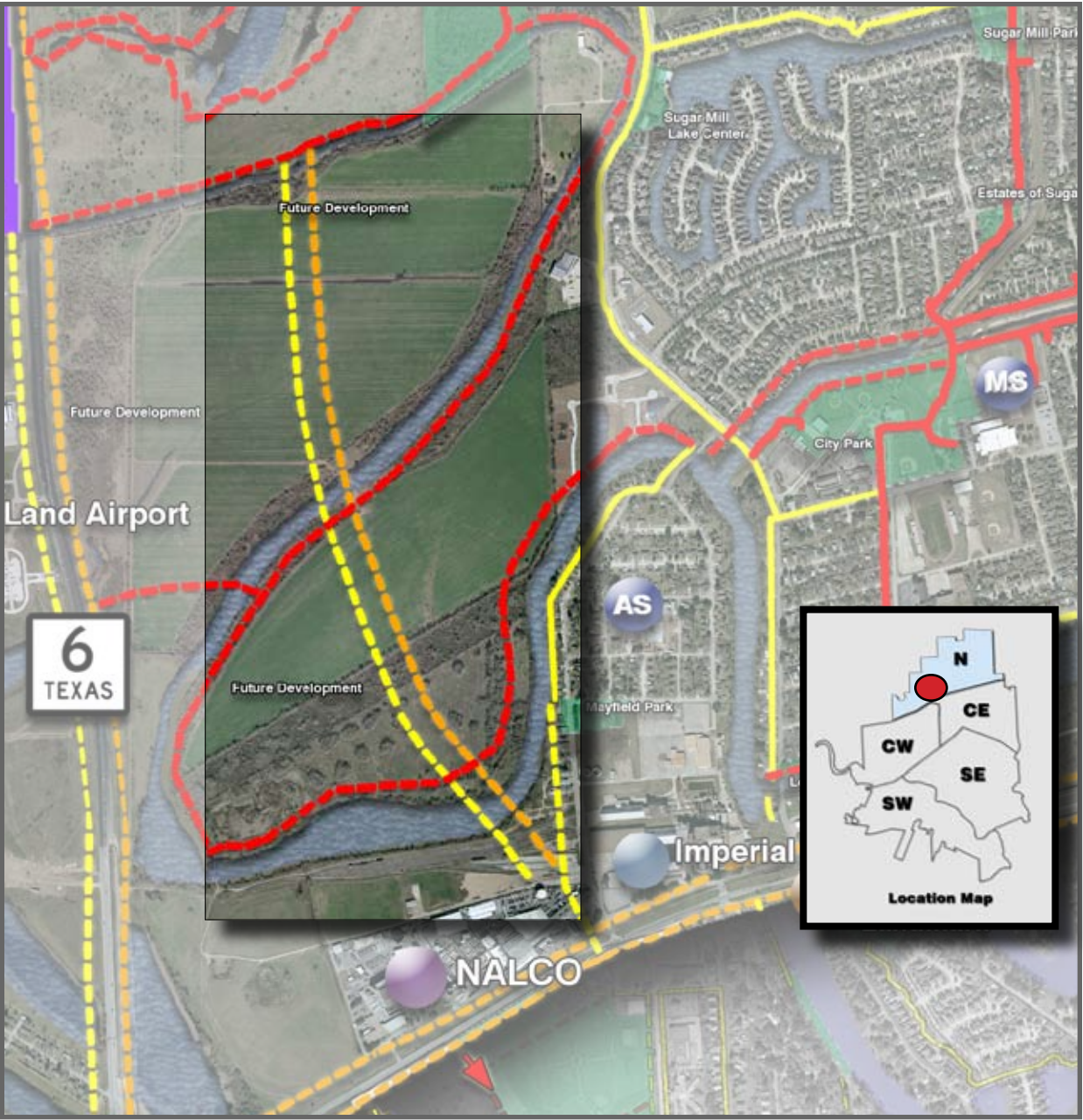
Ulrich Boulevard Trail

The northern extension of a major boulevard into Tract 3 creates an opportunity for wide pedestrian walkways. This boulevard will become the central walking corridor for neighborhoods in the area. Right of way for an 8 foot wide concrete pathway and associated landscaping provides a route for walking between neighborhoods. This corridor also provides a route to cross the railroad tracts at Highway 90A, and links the development to Imperial Park and the Ditch H community wide corridor adjacent to Imperial Park.

This corridor should be installed by the developer of Tract 3 as the planned community is built.

CORRIDOR EVALUATION		Corridor Name:		Ulrich Boulevard Trail	
Sector - North		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)		5	
		Meeting Held with Homeowner Group or Representatives (Y/N)		Y	
Selection Criterion	Weight	Total Available Points	Comments	Allocated Points	
Public Opinion of Adjacent Property Owners	25%	25		25	
Strong Positive Support Expressed		25	Developer support for trails	25	
Strong Negative Reaction Expressed		0			
Mix - Positive vs. Negative Reaction		10 - 20	No negative comments		
Connectivity	# of Elements*	25%	25	22	
To Schools	1		Enhances connections to area high school	3	
Trail-to-Trail	2		Connects to Gannon Lake trails, Oyster Creek trail, Ditch H Community wide trail	5	
Neighborhood to Neighborhood	2		Links new neighborhoods in the development	4	
Parks & Other Amenities	2		Access to Gannon Lake greenbelts and wetlands	3	
Major Retail, Employers	0		Potential link from residential to routes to area employers at Imperial Sugar and Sugar Land Business Park, link to future area retail	4	
Critical Connection			Connection to areas south of Highway 90A	3	
Proximity to Single Family Residential	25%	25		22	
Alignment Separation from Homes				7	
- Greater than 50' separation		10		0	
- Between 30' and 50' separation		7	No homes currently in area	7	
- Greater than 20' separation		5		0	
Views above fence line into backyards**				10	
- Significant number of backyards visible from trail corridor		-15		0	
- Less than 10% of backyards visible from proposed alignment		-5		0	
- No significant views above adjacent fences		10	No current views to private areas	10	
Existing Visual Buffers				5	
- Vegetation		5	Developer determination as to type of screening	0	
- Opaque Fencing (i.e. wood privacy fence)		5	Screening by developer probable	5	
- Berms		5		0	
Availability	10%	10		8	
City Owned		10	Will be public right of way, may need increase in width for parkway trail section	8	
Other Public Entity Owned		10		0	
Single Private Owner		6		0	
Common Ownership (HOA)		4		0	
Multiple Owners		2		0	
Scenic Quality	10%	10		4	
Significant greenbelt corridor (1 to 10)		10	Views to Oyster Creek	4	
Current Usage	5%	5		0	
No Trail or Sidewalk, but Used		5	No evidence of use	0	
Usable w/out Improvement		5	Walkable w/o improvements	0	
Total	100%	100		81	

*# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence



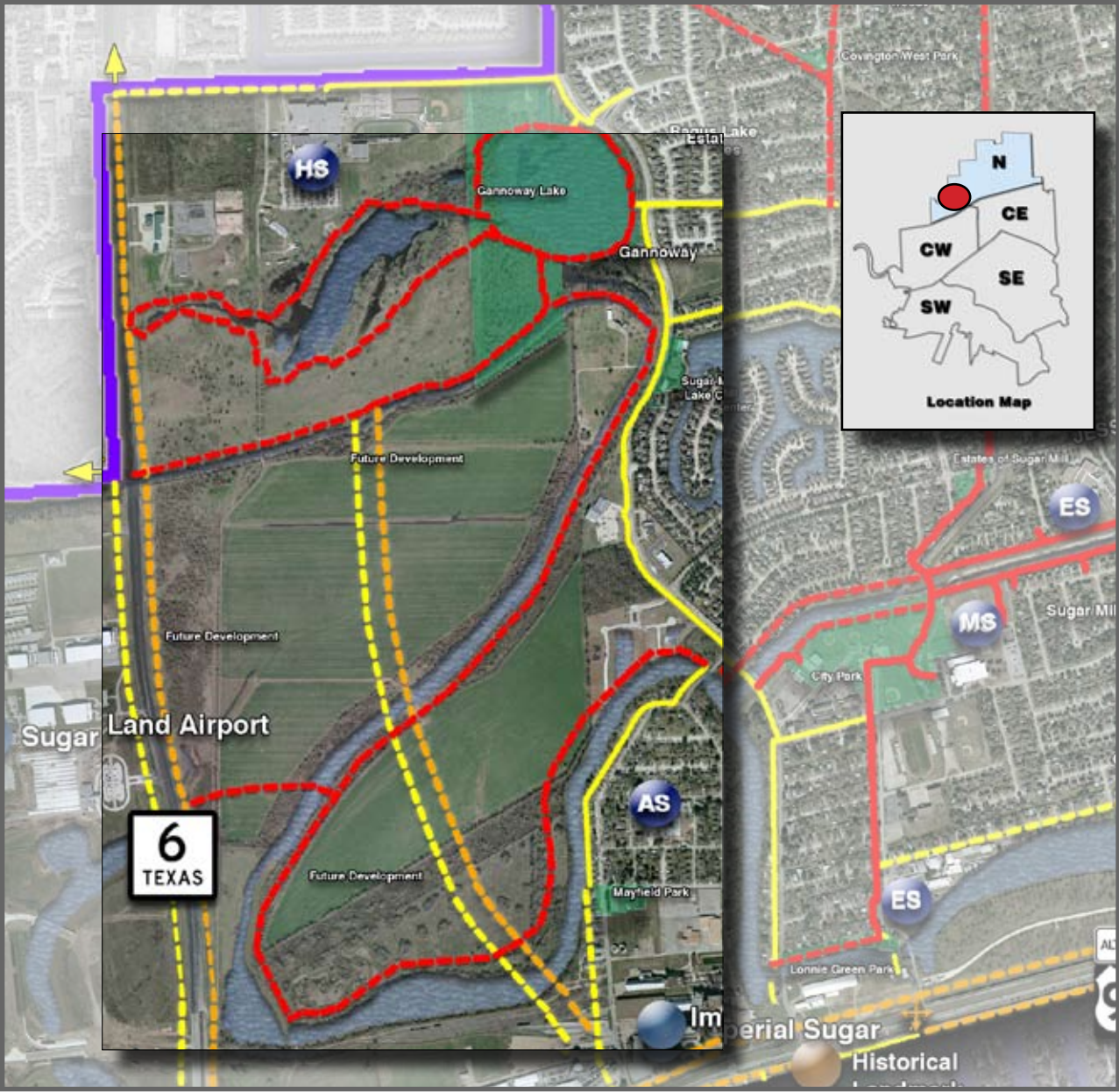


North Oyster Creek Trails

Trails are planned along the edges of Oyster Creek throughout the Tract 3 development. These trails will provide connections between neighborhoods and will provide area access to open space and park areas. Trails should be planned for both sides of the creek, so that continuous trail corridors are available. Trails in this area should be 8 feet in width to allow for both walking and cycling uses. A connection to sidewalks and trails along North University Boulevard should be included. The trails should extend and continue along Burney Road to Voss Road.

These trails will be installed by the developer as each neighborhood is developed.

CORRIDOR EVALUATION		Corridor Name:		North Oyster Creek Area Trails	
Sector - North		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)			5
		Meeting Held with Homeowner Group or Representatives (Y/N)			Y
Selection Criterion		Weight	Total Available Points	Comments	Allocated Points
Public Opinion of Adjacent Property Owners		25%	25		25
Strong Positive Support Expressed			25	Developer support for trails	25
Strong Negative Reaction Expressed			0		
Mix - Positive vs. Negative Reaction			10 - 20	No negative comments	
Connectivity	# of Elements*	25%	25		20
To Schools	1		5	Enhances connections to area high school	3
Trail-to-Trail	2		5	Connects to Gannon Lake trails and North University Parkway trail	4
Neighborhood to Neighborhood	2		4	Links new neighborhoods in the development	4
Parks & Other Amenities	2		4	Access to area greenbelts and wetlands	3
Major Employers or Retail	0		4	Potential link from residential to routes to area employers at Imperial Sugar and Sugar Land Business Park	3
Critical Connection			3	Connection to area high school	3
Proximity to Single Family Residential		25%	25		22
Alignment Separation from Homes					7
- Greater than 50' separation			10		0
- Between 30' and 50' separation			7	No homes currently in area	7
- Greater than 20' separation			5		0
Views above fence line into backyards**					10
- Significant number of backyards visible from trail corridor			-15		0
- Less than 10% of backyards visible from proposed alignment			-5		0
- No significant views above adjacent fences			10	No current views to private areas	10
Existing Visual Buffers					5
- Vegetation			5	Developer determination as to type of screening	5
- Opaque Fencing (i.e. wood privacy fence)			5		0
- Berms			5		0
Availability		10%	10		6
City Owned			10		0
Other Public Entity Owned			10		
Single Private Owner			6	Will be designated as common area	6
Common Ownership (HOA)			4		0
Multiple Owners			2		0
Scenic Quality		10%	10		8
Significant greenbelt corridor (1 to 10)			10	Natural corridor, wetlands, vegetation, access to water	8
Current Usage		5%	5		0
No Trail or Sidewalk, but Used			5	No evidence of use	0
Usable w/out Improvement			5	Walkable w/o improvements	0
Total		100%	100		81
# of Elements within 1/4 - 1/2 mile radius		**from 5'-6" viewpoint over 6' privacy fence			



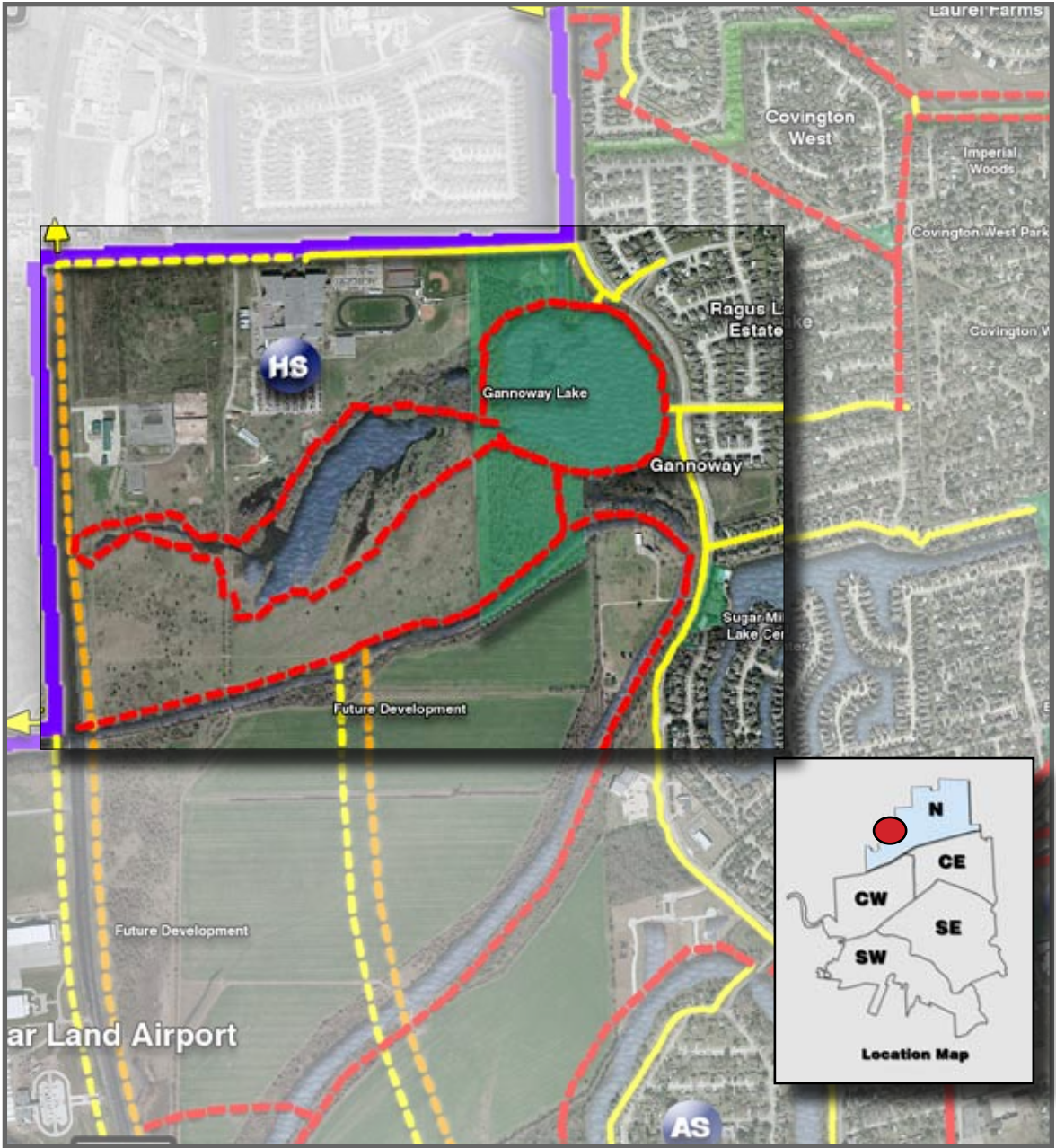


Gannoway Lake Area Nature Trails

Dedicated park lands can be combined with Gannoway Lake park lands to create a large nature area in the northern sector of the city. Nature trails can be developed in this area, as well as trails that improve linkages to the area's high school. These trails are intended to serve a primarily recreational use, and are considered a medium term priority.

CORRIDOR EVALUATION		Corridor Name:		Gannoway Lake Nature Trails	
Sector - North		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)		5	
		Meeting Held with Homeowner Group or Representatives (Y/N)		Y	
Selection Criterion	Weight	Total Available Points	Comments	Allocated Points	
Public Opinion of Adjacent Property Owners	25%	25		25	
Strong Positive Support Expressed		25	Positive support expressed by Sugar Land residents	25	
Strong Negative Reaction Expressed		0			
Mix - Positive vs. Negative Reaction		10 - 20	No negative comments		
Connectivity	# of Elements*	25%	25	9	
To Schools	1		Potential connection to high school	2	
Trail-to-Trail	2		Link to Houston area park	2	
Neighborhood to Neighborhood	2			1	
Parks & Other Amenities	2		Access to area wetlands	3	
Major Employers or Retail	0		No connections to area employers	0	
Critical Connection			Connection to area high school	1	
Proximity to Single Family Residential		25%	25	25	
Alignment Separation from Homes				10	
- Greater than 50' separation			No homes currently in area	10	
- Between 30' and 50' separation				0	
- Greater than 20' separation				0	
Views above fence line into backyards**				10	
- Significant number of backyards visible from trail corridor				0	
- Less than 10% of backyards visible from proposed alignment				0	
- No significant views above adjacent fences			No views to private areas	10	
Existing Visual Buffers				5	
- Vegetation				5	
- Opaque Fencing (i.e. wood privacy fence)			Concrete block and brick wall	0	
- Berms				0	
Availability		10%	10	10	
City Owned			Public parkway zone	10	
Other Public Entity Owned					
Single Private Owner				0	
Common Ownership (HOA)				0	
Multiple Owners				0	
Scenic Quality		10%	10	10	
Significant greenbelt corridor (1 to 10)			Natural corridor, wetlands and vegetation, area lake	10	
Current Usage		5%	5	5	
No Trail or Sidewalk, but Used			No evidence of use	5	
Usable w/out Improvement			Walkable w/o improvements	0	
Total		100%	100	84	

*# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence





Sugar Mill to North Wetland Trail Corridor

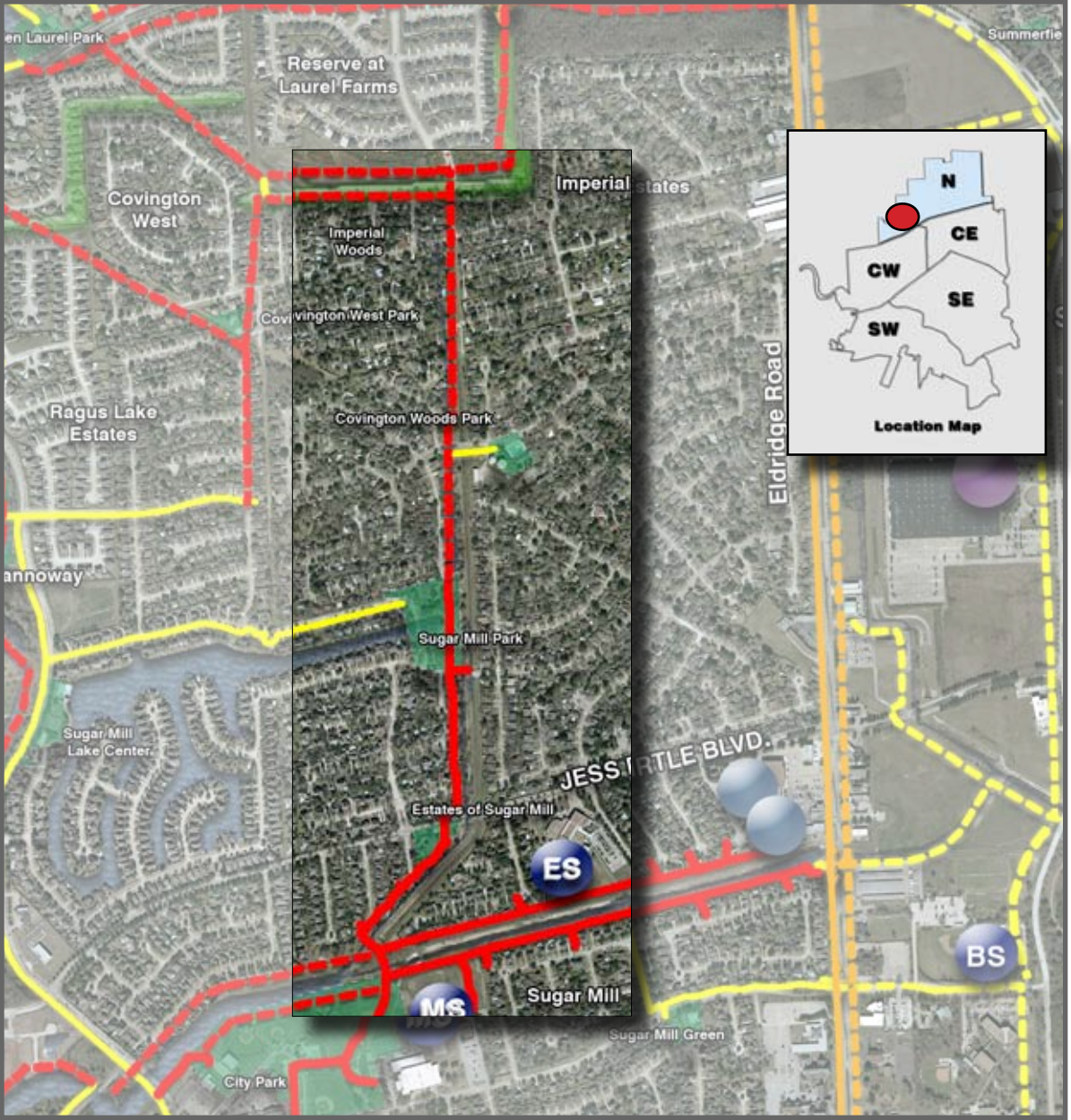
An existing drainage corridor that creates the key link between Sugar Mill Park and Eldridge Park in the far northern sector of the city is one of the most important trail segments in the city. While it is an open and scenic corridor that is often used by area residents, ownership of this particular corridor was retained by individual property owners, making it more difficult to convert to a full trail corridor.

The corridor continues the alignment established by more southern trail corridors that extend from City Park to Sugar Mill Park. It is located in the center of the northern sector, and is accessible to many of the neighborhoods in the area. This corridor would improve access to the community wide facilities in Eldridge Park. Alternative routes are not available since there are no continuous north/south streets in the area. As such, it is a key trail segment.

Agreements with area property owners will have to be obtained to proceed with the development of the trail. This may entail designing the corridor as a linear park and including upgrades to area fences and landscaping. Rear yard utilities and trash pickup along the corridor will also have to be considered. Still, the corridor can provide significant benefits and enhancements that benefit both the individual property owners and the entire neighborhood as a whole.

This corridor is a very high priority, and initial discussions to develop a memorandum of understanding with area homeowners should begin in the near future.

CORRIDOR EVALUATION		Corridor Name:		North Oyster Creek Area Trails	
Sector - North		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)		5	
		Meeting Held with Homeowner Group or Representatives (Y/N)		Y	
Selection Criterion	Weight	Total Available Points	Comments	Allocated Points	
Public Opinion of Adjacent Property Owners					
Strong Positive Support Expressed		25	Developer support for trails	25	
Strong Negative Reaction Expressed		0			
Mix - Positive vs. Negative Reaction		10 - 20	No negative comments		
Connectivity					
# of Elements*		25%	25		20
To Schools	1		Enhances connections to area high school	3	
Trail-to-Trail	2		Connects to Gannoway Lake trails and Ulrich trail	4	
Neighborhood to Neighborhood	2		Links new neighborhoods in the development	4	
Parks & Other Amenities	2		Access to area greenbelts and wetlands	3	
Major Employers or Retail	0		Potential link from residential to routes to area employers at Imperial Sugar and Sugar Land Business Park	3	
Critical Connection			Connection to area high school	3	
Proximity to Single Family Residential					
		25%	25		22
Alignment Separation from Homes					
- Greater than 50' separation			10	0	
- Between 30' and 50' separation			7	7	
- Greater than 20' separation			5	0	
Views above fence line into backyards**					
- Significant number of backyards visible from trail corridor			-15	0	
- Less than 10% of backyards visible from proposed alignment			-5	0	
- No significant views above adjacent fences			10	10	
Existing Visual Buffers					
- Vegetation			5	5	
- Opaque Fencing (i.e. wood privacy fence)			5	0	
- Berms			5	0	
Availability					
		10%	10		6
City Owned			10	0	
Other Public Entity Owned			10		
Single Private Owner			6	6	
Common Ownership (HOA)			4	0	
Multiple Owners			2	0	
Scenic Quality					
		10%	10		8
Significant greenbelt corridor (1 to 10)			10	8	
Current Usage					
		5%	5		0
No Trail or Sidewalk, but Used			5	0	
Usable w/out Improvement			5	0	
Total		100%	100		81
*# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence					





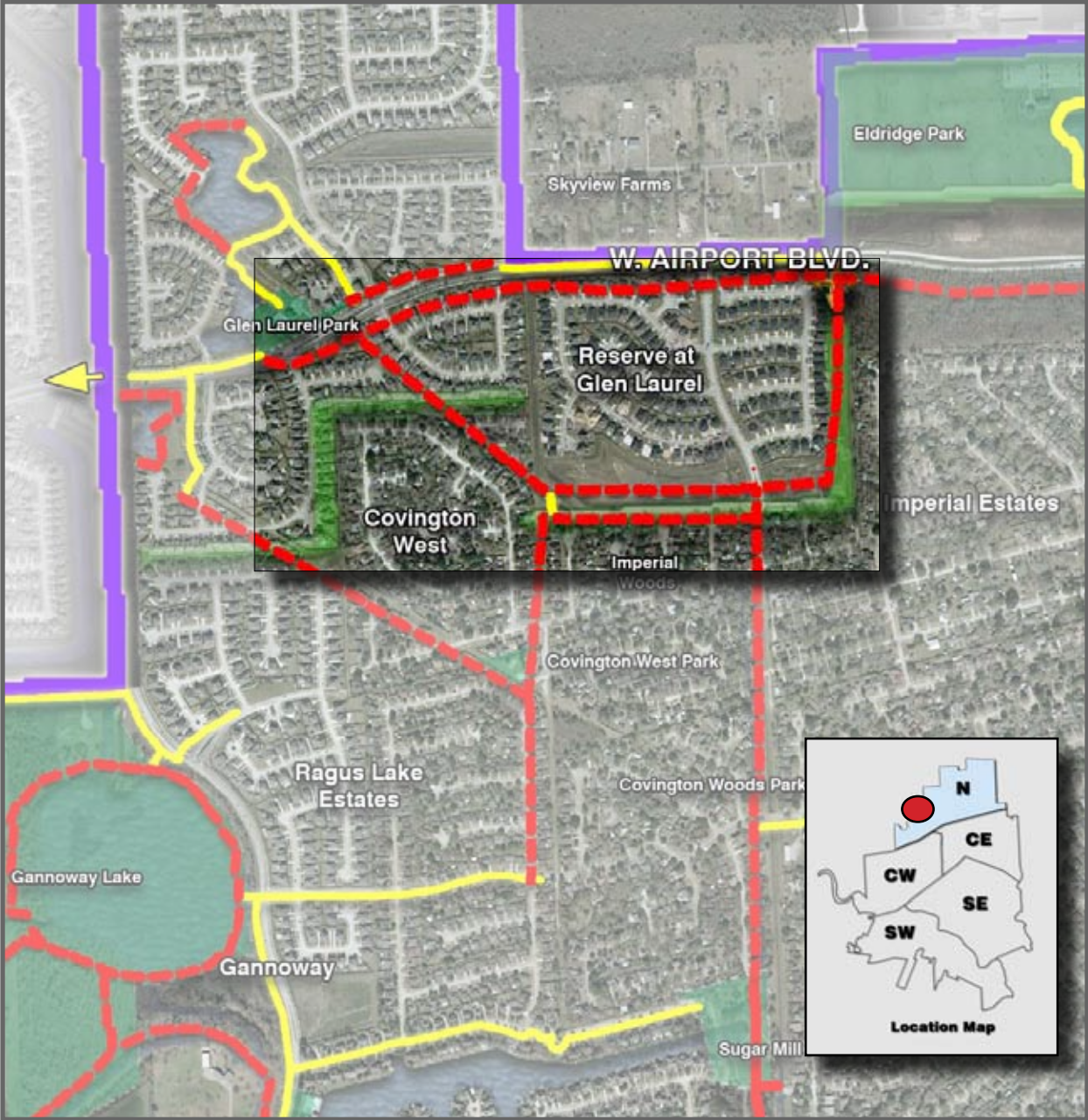
North Detention Pond Trail

Detention ponds to the south of West Airport Boulevard create corridors in which trails can be placed. These trails would serve both to improve access to the wetland areas and to link to sidewalks and a future pedestrian crossing leading to Eldridge Park. These trails can be a more natural material such as decomposed granite, but should include an all weather surface for the connection to West Airport Boulevard.

As part of the connection to Eldridge Park, these trails will be a high priority.

CORRIDOR EVALUATION		Corridor Name:		North Detention Pond Trail	
Sector - North		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)		4	
		Meeting Held with Homeowner Group or Representatives (Y/N)		Y	
Selection Criterion	Weight	Total Available Points	Comments	Allocated Points	
Public Opinion of Adjacent Property Owners	25%	25		20	
Strong Positive Support Expressed		25			
Strong Negative Reaction Expressed		0			
Mix - Positive vs. Negative Reaction		10 - 20	Positive neighborhood sentiment	20	
Connectivity	# of Elements*	25%	25	12	
To Schools	0		No significant school connections	0	
Trail-to-Trail	3		Connects to Eldridge Park, West Airport Parkway, Sugar Mill Trail	5	
Neighborhood to Neighborhood	2			2	
Parks & Other Amenities	2		Enhances access to detention pond	2	
Major Employers or Retail	2		Connects area to Sugar Land Business Park employers	0	
Critical Connection			Key connection for access to Eldridge Park	3	
Proximity to Single Family Residential		25%	25	22	
Alignment Separation from Homes				7	
- Greater than 50' separation			10	0	
- Between 30' and 50' separation			7	7	
- Greater than 20' separation			5		
Views above fence line into backyards**				10	
- Significant number of backyards visible from trail corridor			-15		
- Less than 10% of backyards visible from proposed alignment			-5		
- No significant views above adjacent fences			10	10	
Existing Visual Buffers				5	
- Vegetation			5		
- Opaque Fencing (i.e. wood privacy fence)			5	5	
- Berms			5		
Availability		10%	10	4	
City Owned			10	0	
Other Public Entity Owned			10		
Single Private Owner			6	4	
Common Ownership (HOA)			4	4	
Multiple Owners			2	0	
Scenic Quality		10%	10	6	
Significant greenbelt corridor (1 to 10)			10	6	
Current Usage		5%	5	4	
No Trail or Sidewalk, but Used			5	4	
Usable w/out Improvement			5	2	
Total		100%	100	68	

*# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence





West Airport Parkway Trail Corridor

A wide sidewalk trail along the southern right of way West Airport Boulevard would improve connectivity to Eldridge Park. The key segment of this trail extends from Cottonwood Court to Eldridge Road. Portions of this corridor are undeveloped but are slated for future commercial development. Space for an 8' wide parkway trail and enhanced landscaping and street trees along this segment is recommended. For the immediate future, trail users should cross West Airport Boulevard at the intersection with Eldridge Road.

The segment between Cottonwood and Eldridge Road is a high priority, but cannot proceed until development of the corner tract begins. The remaining segments to the west are considered a lower priority, and will involve reconfiguration of the existing sidewalks.

CORRIDOR EVALUATION		Corridor Name:		West Airport Parkway Trail	
Sector - North		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)		4	
		Meeting Held with Homeowner Group or Representatives (Y/N)		Y	
Selection Criterion	Weight	Total Available Points	Comments	Allocated Points	
Public Opinion of Adjacent Property Owners		25%	25	20	
Strong Positive Support Expressed			25		
Strong Negative Reaction Expressed			0		
Mix - Positive vs. Negative Reaction			10 - 20	Positive neighborhood sentiment	
Connectivity	# of Elements*	25%	25	15	
To Schools	1		5	No significant school connection	
Trail-to-Trail	2		5	Connect Eldridge Park Trail to Sugar Mill Park Trail and to Eldridge Street Parkway	
Neighborhood to Neighborhood	2		4		
Parks & Other Amenities	2		4	Connects area to Eldridge and Sugar Mill Parks	
Major Employers or Retail	2		4	Connects area to Sugar Land Business Park employers	
Critical Connection			3		
Proximity to Single Family Residential		25%	25	25	
Alignment Separation from Homes				10	
- Greater than 50' separation			10	Wall provides significant separation	
- Between 30' and 50' separation			7		
- Greater than 20' separation			5		
Views above fence line into backyards**				10	
- Significant number of backyards visible from trail corridor			-15		
- Less than 10% of backyards visible from proposed alignment			-5		
- No significant views above adjacent fences			10	Solid wall provides screening	
Existing Visual Buffers				5	
- Vegetation			5		
- Opaque Fencing (i.e. wood privacy fence)			5	Concrete block and brick wall	
- Berms			5		
Availability		10%	10	10	
City Owned			10	Public parkway zone	
Other Public Entity Owned			10		
Single Private Owner			6		
Common Ownership (HOA)			4		
Multiple Owners			2		
Scenic Quality		10%	10	0	
Significant greenbelt corridor (1 to 10)			10	No aesthetic qualities	
Current Usage		5%	5	0	
No Trail or Sidewalk, but Used			5	Currently has narrow sidewalk	
Usable w/out Improvement			5	Better with additional widening	
Total		100%	90	70	

*# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence





Sugar Land Business Park Sidewalks and Bicycle Routes

The Sugar Land Business Park is designated as one of the key destinations for trails in the city. The growing numbers of employers in the area make it a logical choice for connections from many parts of the city. Some sidewalks exist in the business park, but most walks are not continuous and gaps exist where buildings are not yet in place. Most streets in the business park are also wide enough for bicycle traffic. Striped bike lanes are not recommended at this time, but should be considered in the future.

Safe and attractive crosswalks crossing Eldridge Road at West Airport Boulevard and at Jess Pirtle Boulevard are primary pedestrian entrances into the area. Sidewalk connections from these intersections into the business park should be a primary initial focus.

CORRIDOR EVALUATION					
Corridor Name: Sugar Land Business Park Sidewalks & Bike Routes					
Sector - North		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)			4
		Meeting Held with Homeowner Group or Representatives (Y/N)			Y
Selection Criterion		Weight	Total Available Points	Comments	Allocated Points
Public Opinion of Adjacent Property Owners		25%	25		15
Strong Positive Support Expressed			25		
Strong Negative Reaction Expressed			0		
Mix - Positive vs. Negative Reaction			10 - 20		15
Connectivity	# of Elements*	25%	25		9
To Schools	1		5	Enhances connection to area elementary school	1
Trail-to-Trail	1		5	Connects to Eldridge Parkway Trail	2
Neighborhood to Neighborhood	1		4		1
Parks & Other Amenities	0		4		0
Major Retail, Employers	6		4	Link to businesses within Business Park	4
Critical Connection			3	Critical connection to crossings to southern parts of the city	1
Proximity to Single Family Residential		25%	25		25
Alignment Separation from Homes					10
- Greater than 50' separation			10		10
- Between 30' and 50' separation			7		0
- Greater than 20' separation			5		0
Views above fence line into backyards**					10
- Significant number of backyards visible from trail corridor			-15		0
- Less than 10% of backyards visible from proposed alignment			-5		0
- No significant views above adjacent fences			10	Significant screening and buffer separation	10
Existing Visual Buffers					5
- Vegetation			5		0
- Opaque Fencing (i.e. wood privacy fence)			5	None required, no residential uses	5
- Berms			5		0
Availability		10%	10		10
City Owned			10		10
Other Public Entity Owned			10		0
Single Private Owner			6		0
Common Ownership (HOA)			4		0
Multiple Owners			2		0
Scenic Quality		10%	10		0
Significant greenbelt corridor (1 to 10)			10		0
Current Usage		5%	5		5
No Trail or Sidewalk, but Used			5		5
Usable w/out Improvement			5		0
Total		100%	100		64
# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence					





Ditch A-22 Trail Widening

Existing 5’ wide trails that extend along Ditch A-22 create connections from Eldridge Road to City Park and Sugar Mill Park. They also connect much of the area to Sugar Mill Elementary. These trails should be widened to provide more user capacity in the future, and to create more attractive corridors. As in other parts of the city, 8’ wide trails are recommended. Redevelopment of this corridor is a medium to long term priority, leaving other new trails in the area as shorter term priorities.

CORRIDOR EVALUATION		Corridor Name: Ditch _ Trail Widening		Sector - North	
Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)		5		Meeting Held with Homeowner Group or Representatives (Y/N)	
				Y	
Selection Criterion		Weight	Total Available Points	Comments	Allocated Points
Public Opinion of Adjacent Property Owners		25%	25		15
Strong Positive Support Expressed			25	Developer support for trails	0
Strong Negative Reaction Expressed			0		
Mix - Positive vs. Negative Reaction			10 - 20	No negative comments	15
Connectivity		# of Elements*	25%	25	25
To Schools		1	5	Enhances connection to area elementary school	5
Trail-to-Trail		2	5	Connects to Eldridge Parkway, Sugar Mill trail	5
Neighborhood to Neighborhood		2	4	Strong link to area neighborhoods	4
Parks & Other Amenities		2	4	Connection to City Park and Sugar Mill Park	4
Major Retail, Employers		0	4	Link to area retail and employment along Eldridge	4
Critical Connection			3	Critical connection east to Eldridge for much of North planning area	3
Proximity to Single Family Residential		25%	25		20
Alignment Separation from Homes					5
- Greater than 50' separation			10		0
- Between 30' and 50' separation			7		0
- Greater than 20' separation			5	Trail already in place	5
Views above fence line into backyards**					10
- Significant number of backyards visible from trail corridor			-15		0
- Less than 10% of backyards visible from proposed alignment			-5		0
- No significant views above adjacent fences			10	Majority of existing homes screened by privacy fencing	10
Existing Visual Buffers					5
- Vegetation			5		0
- Opaque Fencing (i.e. wood privacy fence)			5	Majority of existing homes screened by privacy fencing	5
- Berms			5		0
Availability		10%	10		10
City Owned			10	Already public right of way	10
Other Public Entity Owned			10		0
Single Private Owner			6		0
Common Ownership (HOA)			4		0
Multiple Owners			2		0
Scenic Quality		10%	10		6
Significant greenbelt corridor (1 to 10)			10	Views to drainage corridor, semi green belt	6
Current Usage		5%	5		5
No Trail or Sidewalk, but Used			5	No evidence of use	0
Usable w/out Improvement			5	Walkable w/o improvements	5
Total		100%	100		81

*# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence





Hwy. 90 Parkway Trails

Highway 90 is one of the major thoroughfares bisecting the city of Sugar Land. Creating a Parkway trail along this corridor will offer easy access to the businesses of the North Sector and the residents of the North Sector an alternative route when wanting to travel to the remainder of the city. Having the trail at least 8 feet in width will provide safety to the users and also help to beautify the corridor.

Within this trail segment, there is a significant challenge to get pederstrians over the railroad tracks. There should be a special railroad pedestrian crossing, possibly added at the Tract 3 entrance at Ulrich Blvd.

CORRIDOR EVALUATION		Corridor Name:		Highway 90A Parkway Trail	
Sector - North				Compatibility)	4
		Meeting Held with Homeowner Group or Representatives (Y/N)		Y	
Selection Criterion		Weight	Total Available Points	Comments	Allocated Points
Public Opinion of Adjacent Property Owners		25%	25		25
Strong Positive Support Expressed			25		25
Strong Negative Reaction Expressed			0		
Mix - Positive vs. Negative Reaction			10 - 20		
Connectivity		# of Elements*	25%	25	14
To Schools		1		5	2
Trail-to-Trail		2		5	3
Neighborhood to Neighborhood		2		4	1
Parks & Other Amenities		2		4	1
Major Retail, Employers		6		4	4
Critical Connection				3	3
Proximity to Single Family Residential		25%	25		25
Alignment Separation from Homes					10
- Greater than 50' separation				10	10
- Between 30' and 50' separation				7	0
- Greater than 20' separation				5	0
Views above fence line into backyards**					10
- Significant number of backyards visible from trail corridor				-15	0
- Less than 10% of backyards visible from proposed alignment				-5	0
- No significant views above adjacent fences				10	10
Existing Visual Buffers					5
- Vegetation				5	0
- Opaque Fencing (i.e. wood privacy fence)				5	5
- Berms				5	0
Availability		10%	10		10
City Owned				10	0
Other Public Entity Owned				10	10
Single Private Owner				6	0
Common Ownership (HOA)				4	0
Multiple Owners				2	0
Scenic Quality		10%	10		0
Significant greenbelt corridor (1 to 10)				10	0
Current Usage		5%	5		5
No Trail or Sidewalk, but Used				5	5
Usable w/out Improvement				5	0
Total			100%	100	79
# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence					





East Eldridge Parkway Trail

The Eldridge “parkway” treatment that combines a wider sidewalk with landscaping and attractive lighting fixtures creates a strong streetscape look that sets Eldridge apart from other streets in the area. The wide parkway trail that was successfully built along the west right of way of Eldridge Road could be duplicated along the east right of way. This would provide a route for riders and pedestrians to the restaurant and business uses along Eldridge Road. Portions of the east side of the road have no sidewalk, and other sections on the east side are being developed with a typical 5’ wide sidewalk.

As one of the landmark features of the northern sector of the city, this opportunity area should be a medium range priority. However, rapid growth along Eldridge may accelerate the need for this treatment. New Individual developments may be steered towards completing segments of this treatment as part of their landscape requirements.

There is a significant challenge related to this trail corridor. The right-of-way on the east side very narrow, and it will require a special easement dedicated by each adjoining property owner.

CORRIDOR EVALUATION		Corridor Name:		East Eldridge Parkway Trail	
Sector - North		Evaluation Score (5 = High Compatibility, 1 = Low Compatibility)			4
		Meeting Held with Homeowner Group or Representatives (Y/N)			Y
Selection Criterion		Weight	Total Available Points	Comments	Allocated Point
Public Opinion of Adjacent Property Owners		25%	25		20
Strong Positive Support Expressed			25		
Strong Negative Reaction Expressed			0		
Mix - Positive vs. Negative Reaction			10 - 20	Neighborhood sentiment unknown	20
Connectivity		# of Elements*	25%	25	13
To Schools		1	5	Connection to area elementary school	2
Trail-to-Trail		3	5	Link to Eldridge Park	2
Neighborhood to Neighborhood		2	4		2
Parks & Other Amenities		2	4	Major link between two parks	2
Major Employers or Retail		0	4	Enhances connection to West Airport parkway trail and Sugar Land Business Park	4
Critical Connection			3	Enhances connection provided by trail on west side of Eldridge	1
Proximity to Single Family Residential		25%	25		25
Alignment Separation from Homes					10
- Greater than 50' separation			10		10
- Between 30' and 50' separation			7		0
- Greater than 20' separation			5	Corridor allows 20' separation	0
Views above fence line into backyards**					10
- Significant number of backyards visible from trail corridor			-15		0
- Less than 10% of backyards visible from proposed alignment			-5		0
- No significant views above adjacent fences			10		10
Existing Visual Buffers					5
- Vegetation			5		5
- Opaque Fencing (i.e. wood privacy fence)			5	Concrete block and brick wall	0
- Berms			5		0
Availability		10%	10		10
City Owned			10	Public parkway zone	10
Other Public Entity Owned			10		
Single Private Owner			6		0
Common Ownership (HOA)			4		0
Multiple Owners			2		2
Scenic Quality		10%	10		2
Significant greenbelt corridor (1 to 10)			10	Attractive tree lined corridor	2
Current Usage		5%	5		5
No Trail or Sidewalk, but Used			5	Used by area residents	5
Usable w/out Improvement			5	Walkable w/o improvements	2
Total			100%	100	75
# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6" privacy fence					

*# of Elements within 1/4 - 1/2 mile radius **from 5'-6" viewpoint over 6' privacy fence

